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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

INFORMATION REPORT
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REPORT

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COUNTRY Rumania

SUBJECT Otopeni Airfield

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SUPPLEMENT TO REPORT NO. 50X1-HUM

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1. Early in February 1952 a new building was about to be erected on Otopeni airfield. The rest of the airfield buildings had already been finished, and the Soviet pilots stationed in nearby houses had moved to the airfield itself, into a large building on the right side of the Bucharest - Ploesti highway, 16 kilometers from Bucharest.
2. In the middle of February 1952, 600 Soviet women pilots moved into houses formerly occupied by the management and administration of the Otopeni branch of Special Constructions Enterprise No. 1, and into other buildings in the vicinity.
3. In April 1951 there were only 60 Soviet jet planes at Otopeni, but in February 1952 there were 400. Most of these were small fighter aircraft whose wings apparently could not be folded back. From a distance it appears that the small planes take off more easily than the large ones. The jets made practice flights at 6:00 a.m. every morning.¹
4. The airfield has a large number of new wooden hangars, sufficient to hold the 400 jet planes.² The planes are taken to and from the hangars by small traction engines.
5. A row of wooden poles was put up in February 1952 along a line linking Baneasa and Otopeni. Each pole is two meters high and is fitted with special square lamps made of white metal. These lamps contain bulbs which emit a reddish light. The poles are from three to four meters apart. It is said at Otopeni that these lamps are part of a radar installation.

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1. [redacted] Comment. [redacted] report sets the runway width at about 30 meters. [redacted] reporting information obtained in [redacted] sets the runway width at from 15 to 20 meters and its length at 3 to 4 kilometers. Both reports confirm the fact that jet aircraft are operated from this field. 50X1-HUM

2. [redacted] Comment. In [redacted] no mention is made of new wooden hangars.

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